(b) and (c) Introduction of a train between Indore-Ujjain-Nagda-Kota-Swai Madhopur-Jaipur has been examined but not found feasible due to operational and resource constraints.

Demands of Delhi University Teachers

285. PROF. VIJAY KUMAR MALHOTRA: Will the PRIME MINISTER be pleased to state:

(a) whether Government are aware of the long standing demands of the Delhi University Teachers regarding promotions, speedy revision of pay scales and improvement in their service conditions for the last more than four years;

(b) if so, what action has been taken by the University Grants Commission or the Ministry;

(c) whether their demands are likely to be accepted; and

(d) if so, the details thereof and the time by which decision is likely to be taken?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) to (d) The University Grants Commission has constituted a Pay Review Committee to review the pay scales and other service conditions of university and college teachers. The Delhi University Teachers' Association, on behalf of the teachers of the University of Delhi, had submitted a charter of demands to the Pay Review Committee in November 1995. As per the terms of reference of this Committee, it would submit its recommendations after the Central Pay Commission gives its report.

New Circuits to woo Foreign Tourists

286. SHRI RAMDAS AGARWAL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Department of Tourism is zeroing in on new circuits in the northern, western and southern parts of the country to woo the South-East Asian tourists as reported in the Financial Express New Delhi, dated 12th February, 1995;

(b) if so, what are the details thereof indicating the concept of circuit tourism and principles on which it is based to motivate tourists;

(c) what was the response from States to DOT's campaign launched from 15th September, 1995 in respect of domestic tourism investment plans; and

(d) what has been done so far to attract foreign tourists to different sectors in Rajasthan?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Yes, Sir. The Department of Tourism have identified following new circuits is the northern, western and southern parts of the country to attract foreign tourists:—

1. Agra-Gwalior-Jhansi-Orchha-Khajuraho.

2. 4 Circuits in Haryana, Punjab, Himachal Pradesh and Chandigarh.

3. Jaisalmer-Jodhpur-Bikaner-Barmer.

4. 3 Circuits in Kerala.

5. Buddhist Circuit in the States of Uttar Pradesh and Bihar.

(b) The concept of circuit tourism is based on the changing travel trends and aspirations of international and domestic tourists. The principle is to disperse the traffic concentrated on the traditional circuits like Golden Triangle and also to secure optimum utilisation of the existing tourism infrastructure in the circuit.

(c) The response from the States to DOT's campaign launched on 15th September, 1995 in respect of domestic tourism investment plans has been very encouraging. So far, 13 State have

submitted the investment plans and project profiles. A series of meetings by Department of Tourism are being held in association with other concerned agencies with prospective investors where they are being given details of the investment plans concerning these States.

(d) The tourist areas in the State of Rajasthan are constantly being promoted through the overseas tourist offices of the Department of Tourism by way of publicity and promotion.

Recommendations of Railway Capital Restructuring Committee

287. SHRI GUNDAPPA KORWAR: Will the Prime Minister be pleased to state:

(a) Whether the Railways are heading towards a debt trap like situation as per the Railway Capital Restructuring Committee;

(b) if so, the details thereof;

(c) The other recommendation of the Committee;

(d) whether the Railways are having any plan to revive from this situation; and

(e) if so, the details thereof;

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SURESH KALMADI): (a) and (b) The Railway Capital Restructuring Committee (RCRC) has, as a long term strategy for avoiding a debt-trap like situation, recommended that beginning should be made to amortise past investments made by the Government as Capital-at-charge of the railways in order to control the snow-balling effect of the practice of making dividend payments in perpetuity to the General Revenues combined with payments of lease charges to the Indian Railway Finance Corporation (IRFC). At present the total impact of these two factors is well within manageable limits.

(c) there are 19 recommendations in all made by RCRC in their first report. These recommendations seek to redefine the relationship between General Finance and Railway Finance. RCRC have also proposed a charter defining the relationship between Indian Railways and Central Government.

(d) and (e) In view of the position explained in reply to (a) above, it does not arise.

Expansion of operational network of Airlines in Gujarat

288. SHRI ANANTRAY DEVSHANKER DAVE: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government propose to expand the operational network of Indian Airlines, Modi Luft, Jet-Airways and Sahara Airlines in Gujarat; and

(b) what is the reason for not operating any flights to Surat, Porbandar, Keshod and Kandla Airports of Gujarat for the last many years?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Indian Airlines, at present, have no plans to introduce more services in Gujarat. However, private airlines are free to operate to any airport depending on the commercial viability.

(b) Private scheduled operators are operating flights to Kandla, Keshod and Porbundar. However, these airports cannot handle B-737 type of aircraft, which is the smallest aircraft in Indian Airlines fleet.

Foreign collaborations cleared by Govt.

289. SHRI PARMESHWAR KUMAR AGARWALLA: Will the Minister of INDUSTRY be pleased to state:

(a) the number of foreign collaborations that have been finally cleared/established as a result of liberalisation and globalisation;

(b) how much will be the direct investment; and